BookletChart™

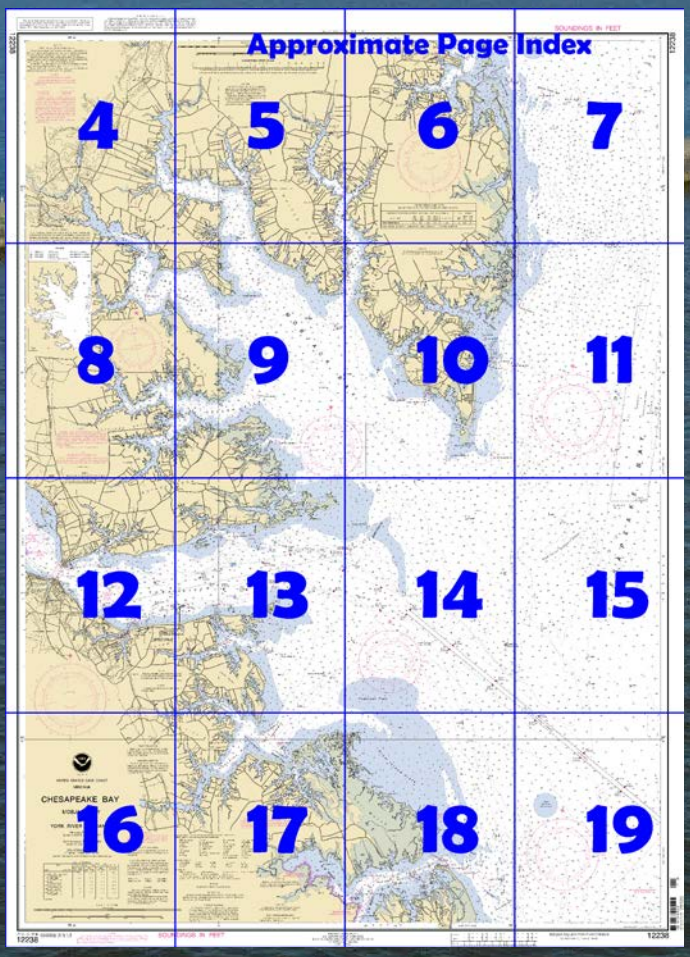
Chesapeake Bay – Mobjack Bay and York River Entrance

NOAA Chart 12238

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12238

(Selected Excerpts from Coast Pilot)
Poquoson River has depths of 7 feet to the village **Yorkville**. The marked approach to the river is from northeastward and is clear of fishtraps for a width of 400 yards. There is a light on either side of the entrance.
Bennett Creek has depths of 6 feet to **Easton Cove**. The channel is marked as far as White House Cove; the channel in White House Cove is marked by daybeacons and has depths of 8 to 2 feet for 0.7 mile above the mouth. Gasoline and diesel fuel are available at a marina near the south end of the cove. A "no wake" **speed limit** is in effect in White House Cove.

Chisman Creek has depths of 9 feet or more in a narrow channel for 1.3 miles above its entrance. There are boatyards on the south side, 1 mile above the entrance; gasoline is available. The creek is marked by daybeacons and a light.
Back Creek has depths of 7 feet for 2 miles. The entrance is marked by lights and daybeacons. A State-owned wharf on the south side, 1.4 miles above the mouth, has a depth of about 9 feet at the face. Gasoline, diesel fuel, limited berthing, and supplies are available at a marina on the south side, 1.8 miles above the mouth.
Passage northward from Back Creek to York River can be made through the **Thorofare,** about 0.8 mile from the mouth of Back Creek. In 1991, the dredged channel, marked by lights and daybeacons, had a midchannel controlling depth of 3 feet.
York River has a broad and fairly straight channel, is well marked. In 1982, the controlling depth in the dredged sections of the river was 18 feet to West Point. Vessels can anchor in the wider parts of York River channel aside from the naval areas described later.
The currents in York River follow the general direction of the channel except in the narrowest parts where there is a tendency to set a vessel onto the shoals. The velocity varies throughout the river.
Caution.–Ships and craft in York River are to proceed at reduced speed and exercise extreme caution in order to reduce water motion and to prevent damage to the Virginia Fisheries Laboratory equipment and facilities located downstream from the Coleman Memorial Bridge. In no instance should the **speed** of ships underway upriver from the Tue Marshes Light exceed 12 knots.
Supplies are available at Yorktown, West Point.
York Spit extends outward along the northeast side of the York River approach channel for 7 miles from Guinea Marshes; the inner half of the spit has depths of 1 to 6 feet, and the outer half 10 to 20 feet.
York Spit Light (37°12.6'N., 76°15.3' W.), 30 feet above the water, is shown from a pile with a red and white diamond-shaped daymark, in depths of 11 feet near the outer end of the spit.
The swash channel through York Spit 5 miles northwest of York Spit Light has a controlling depth of 7 feet; it is marked by a light and daybeacons. A cluster of submerged piling is on the east side of the channel about 1 mile above the entrance.
New Point. A marina, 3.5 miles above the entrance, has gasoline, diesel fuel, and some supplies.
Winter Harbor is entered through a dredged channel marked by lights and daybeacons. The channel leads to a turning basin and public landing. In August 2000, the controlling depth was less than 1 foot to the turning basin with 1 to 3 feet in the basin, except for shoaling to bare along the north edge.
Caution.–Ships and craft underway in York River are to proceed at reduced speed and exercise extreme caution in order to reduce generated water motion and to prevent damage to the Virginia Institute of Marine Science equipment and facilities located downstream from the Coleman Memorial Bridge, near Gloucester Point, ships and craft loading volatile fuels at the Giant Industries refinery pier, and other craft and property close to the shores of the river. In no instance should the **speed** of ships underway upriver from the Tue Marshes Light exceed 12 knots.
Pilotage, York River.–Pilotage on the York River is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 37°17'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE B

Experimental Equipment exists at the Virginia Institute of Marine Science, Gloucester Point, which is sensitive to swell damage. Mariners are cautioned to adjust speed accordingly.

NOTE C

The controlling depth was 5 feet for a width of 30 feet from the channel entrance to the turning basin in West Branch, and 4½ feet in the basin.

Jul 2000

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D

Numerous private buoys are not charted in Wormley Creek.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE G

Wolf Trap Dumping Ground lighted buoys "A", "B" and "C" are not charted due to frequent relocations.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE A S A D

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

NOTE E

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.513" northward and 1.191" eastward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Wolf Trap Light, Chesapeake Bay, VA	(37°23'N/76°11'W)	1.8	1.7	0.1
Mobjack, East River, Mobjack Bay, VA	(37°22'N/76°21'W)	2.7	2.5	0.1
Messick Point, Back River, VA	(37°06'N/76°19'W)	2.6	2.5	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2009)

YORK RIVER ENTRANCE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2010

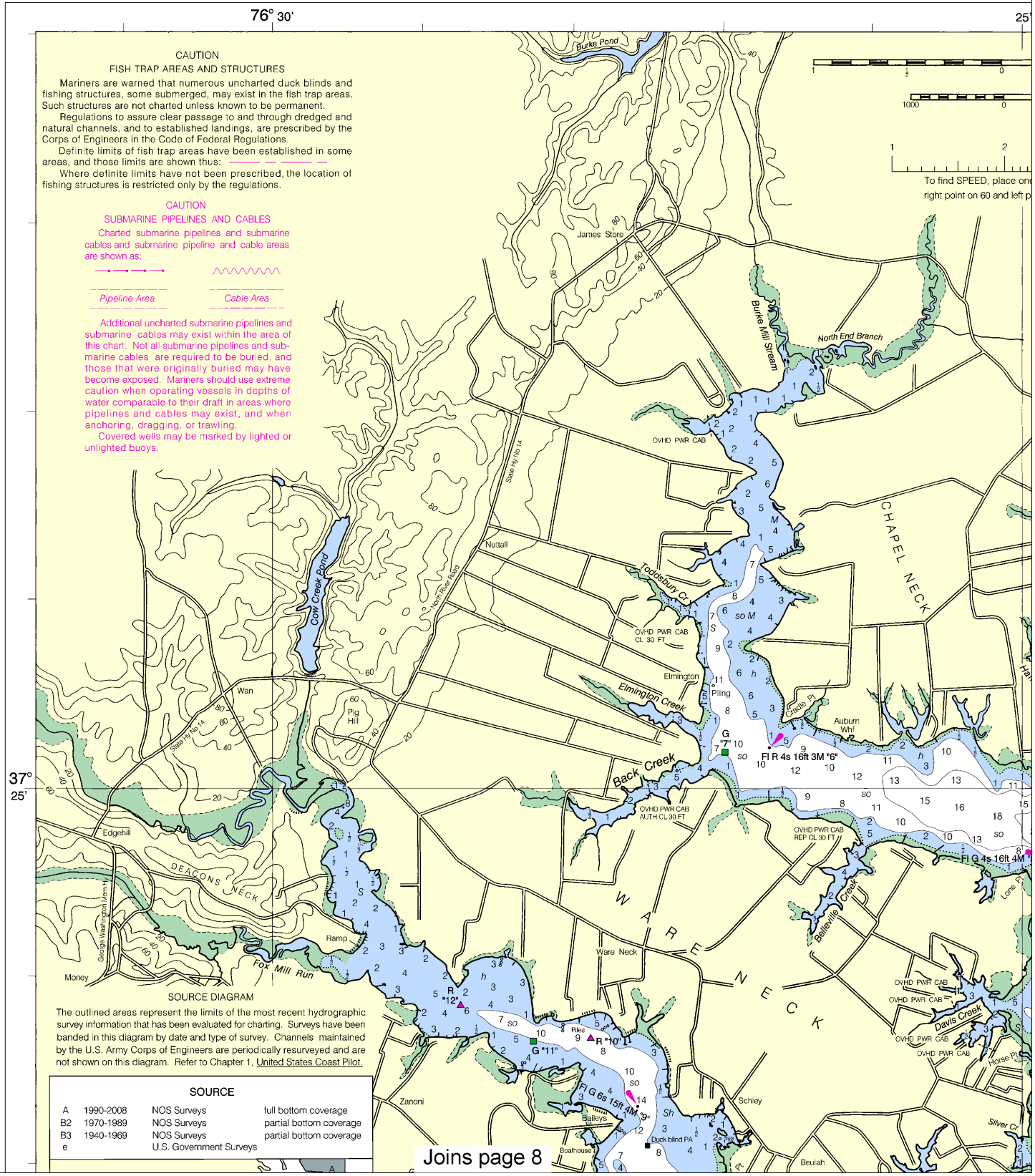
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
YORK RIVER ENTRANCE CHANNEL	35.6	37.5	37.7	37.0	8-09; 3-10	750	17.0	37

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

12238



4

Note: Chart grid lines are aligned with true north.

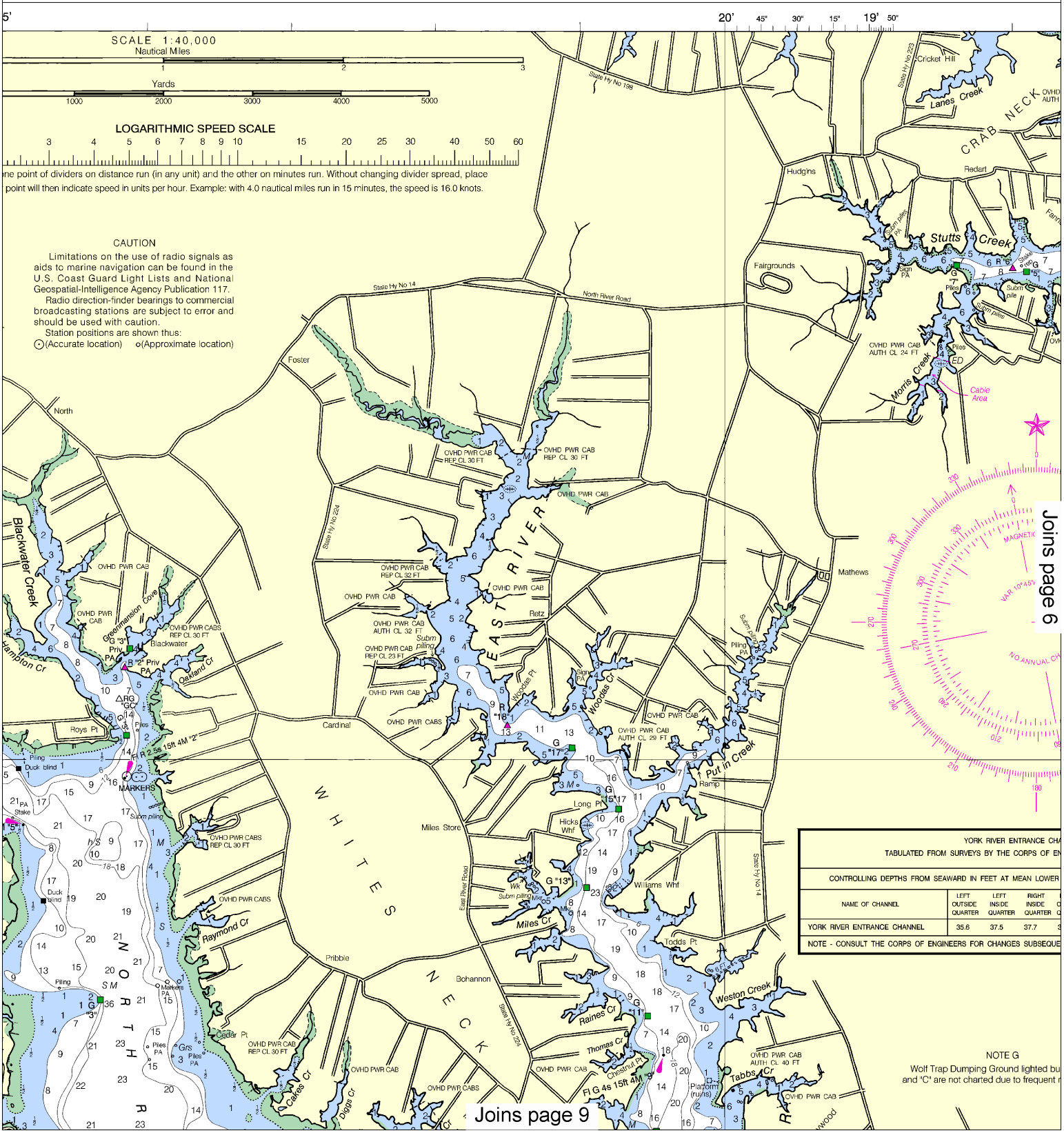
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

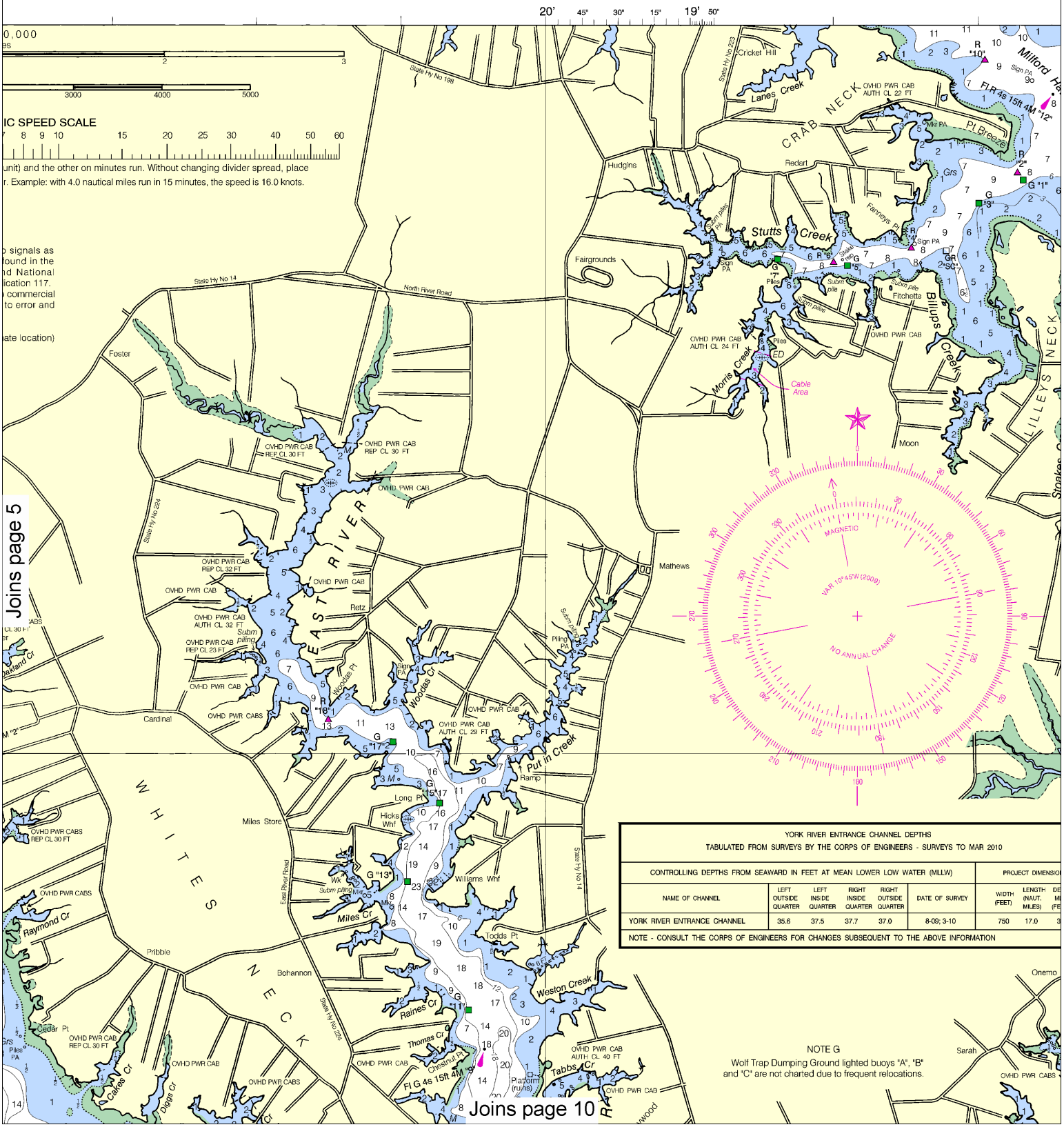
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 494, 1st Ed., Oct. 1908 G-1955-883 KAPP 580



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



YORK RIVER ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2010

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NOTE G
Wolf Trap Dumping Ground lighted buoys "A", "B" and "C" are not charted due to frequent relocations.

Note: Chart grid lines are aligned with true north.

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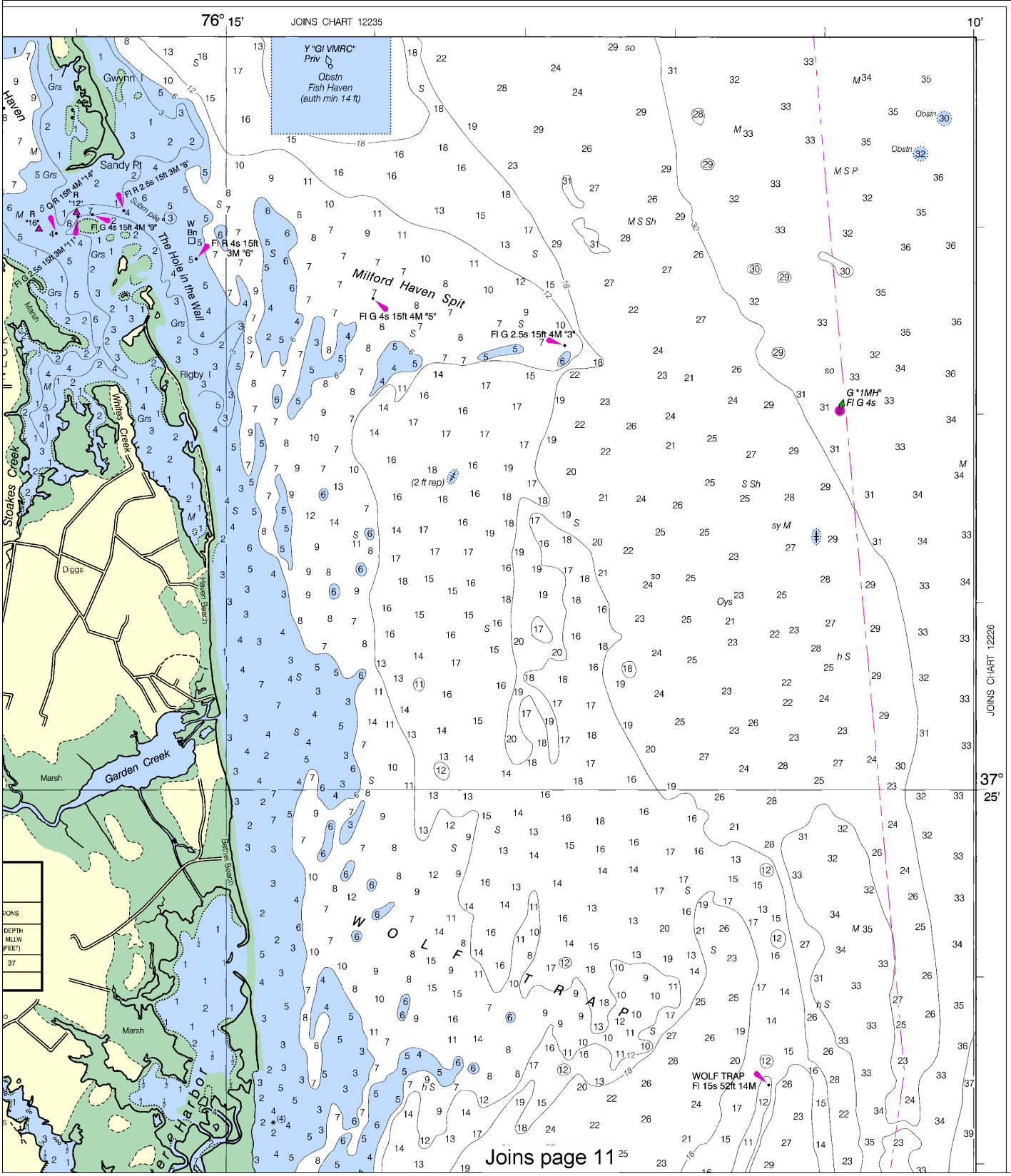
Nautical Miles: 1 ½ 0 1 2 3

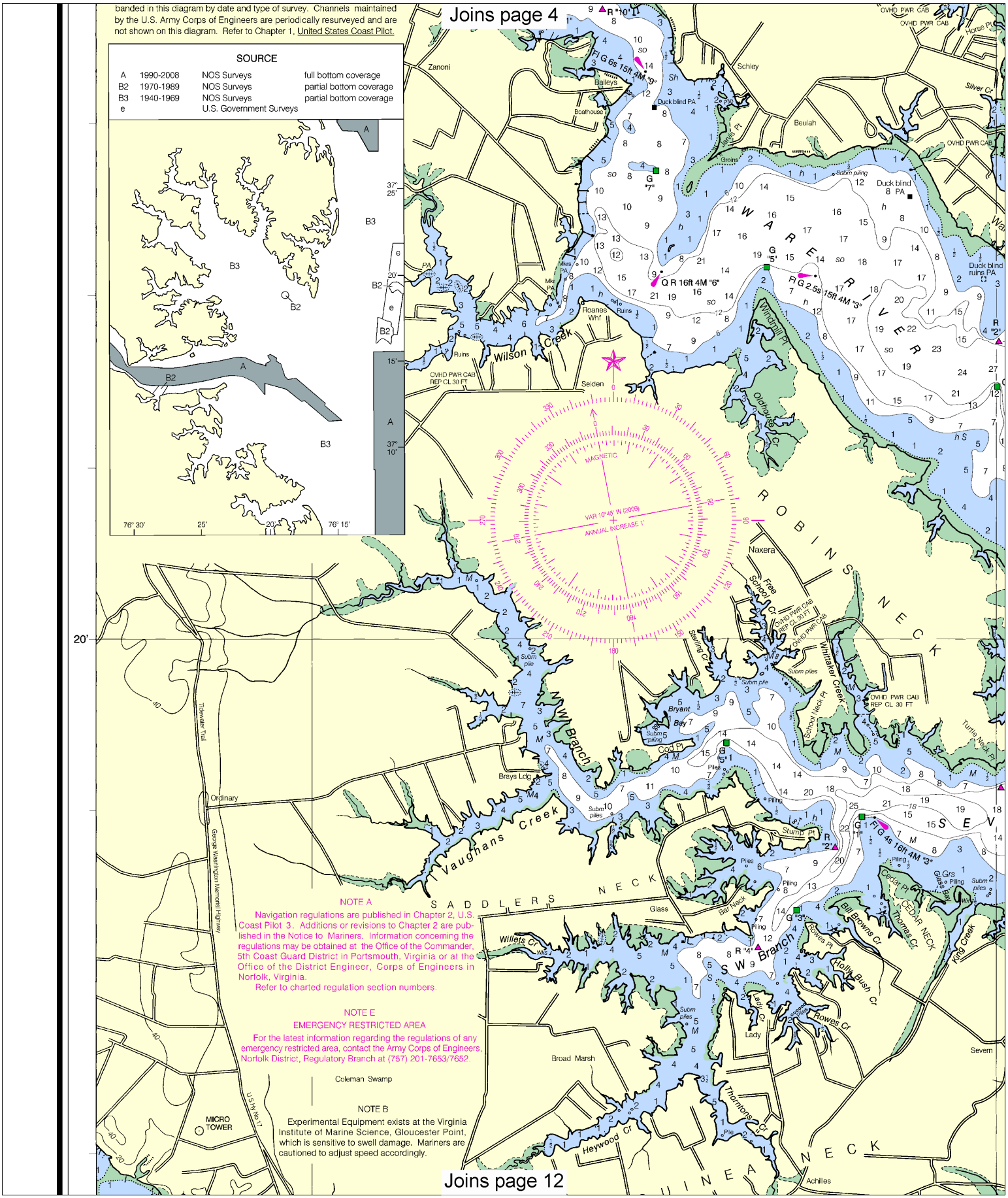
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.



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Printed at reduced scale.

SCALE 1:40,000

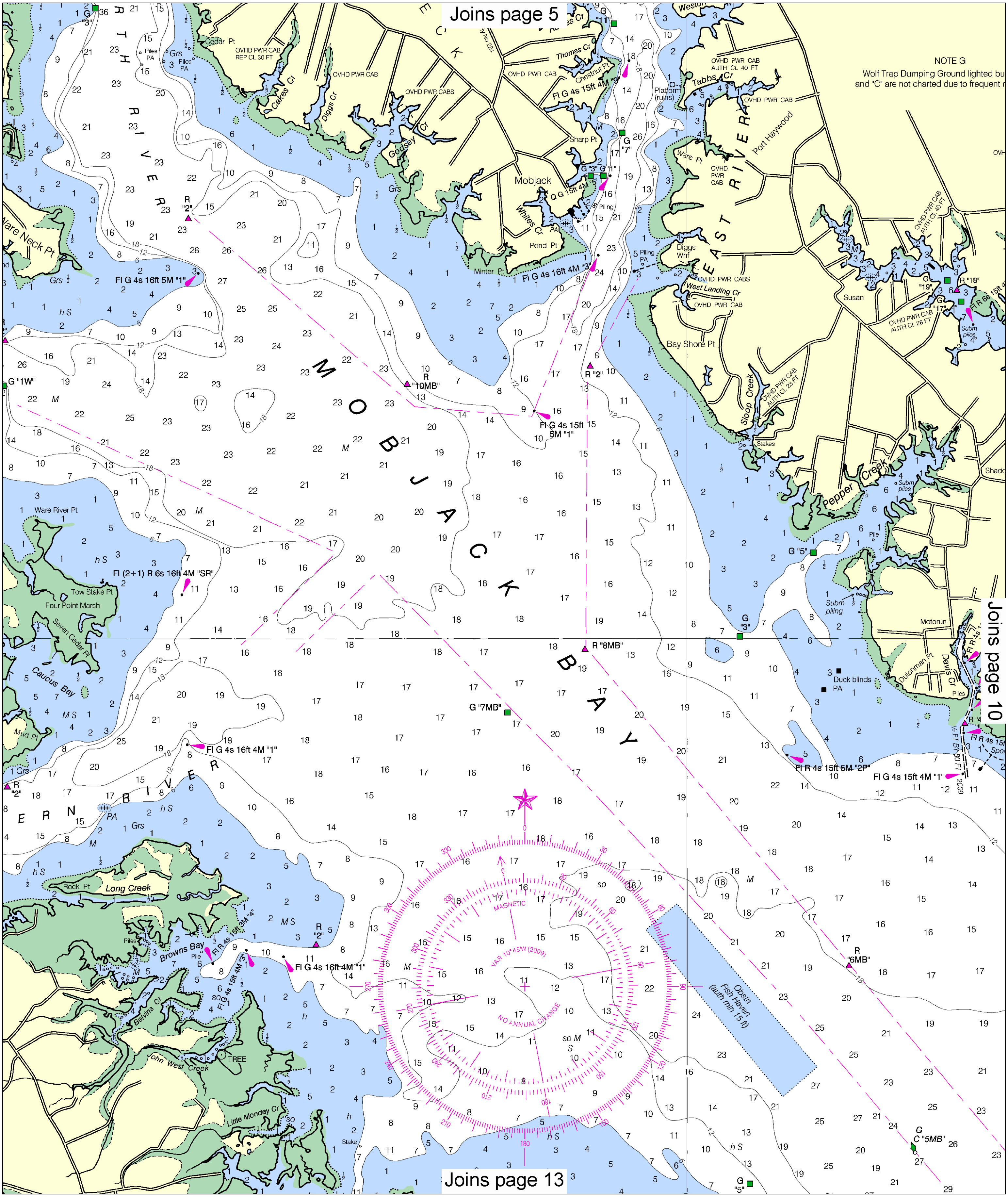
Nautical Miles

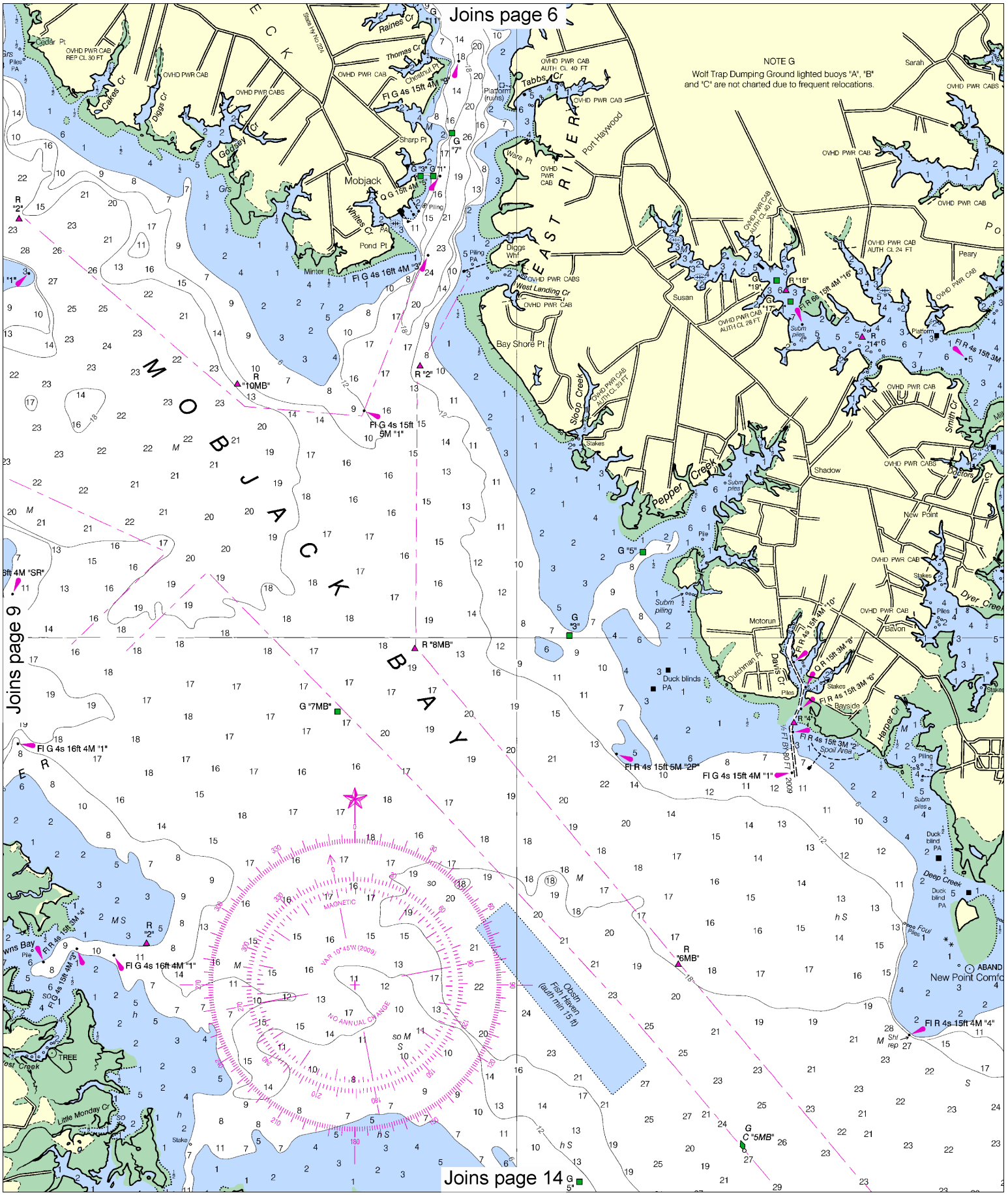
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
MOBJACK BAY
EAST RIVER
NORTH RIVER
SEVERN RIVER
NOTE G
Wolf Trap Dumping Ground lighted bu
and "C" are not charted due to frequent r
Mobjack
Cedar Pt
Cakes Cr
Diggs Cr
Godsey Cr
Thomas Cr
Chestnut Pt
Sharp Pt
Whites Cr
Pond Pt
Minter Pt
Tabbs Cr
Ware Pt
Port Haywood
Diggs Whf
West Landing Cr
Susan
Bay Shore Pt
Sloop Creek
Pepper Creek
Motorun
Dutchman Pt
Davis Cr
Ware Neck Pt
Ware River Pt
Tow Stake Pt
Four Point Marsh
Seven Cedar Pt
Caucus Bay
Mud Pt
Rock Pt
Long Creek
Browns Bay
Belvins Cr
John West Creek
Little Monday Cr
TREE
Duck blinds PA
Obstn Fish Haven (auth min 15 ft)
OVHD PWR CAB
OVHD PWR CABS
OVHD PWR CAB AUTH CL 40 FT
OVHD PWR CAB AUTH CL 28 FT
OVHD PWR CAB AUTH CL 23 FT
OVHD PWR CAB REP CL 30 FT
Platform (ruins)
Fl G 4s 16ft 5M "1"
Fl G 4s 15ft 4M "9"
Q G 15ft 4M "5"
Fl G 4s 16ft 4M "3"
Fl G 4s 15ft 5M "1"
Fl (2+1) R 6s 16ft 4M "SR"
Fl G 4s 16ft 4M "1"
Fl R 4s 15ft 3M "4"
Fl G 4s 15ft 4M "3"
Fl R 4s 15ft 5M "2P"
Fl G 4s 15ft 4M "1"
R "10MB"
R "8MB"
R "6MB"
G "7MB"
G C "5MB"
G "1W"
R "2"
G "3"
G "5"
G "7"
G "11"
G "17"
R "18"
G "19"
MAGNETIC
VAR 10°45'W (2009)
NO ANNUAL CHANGE



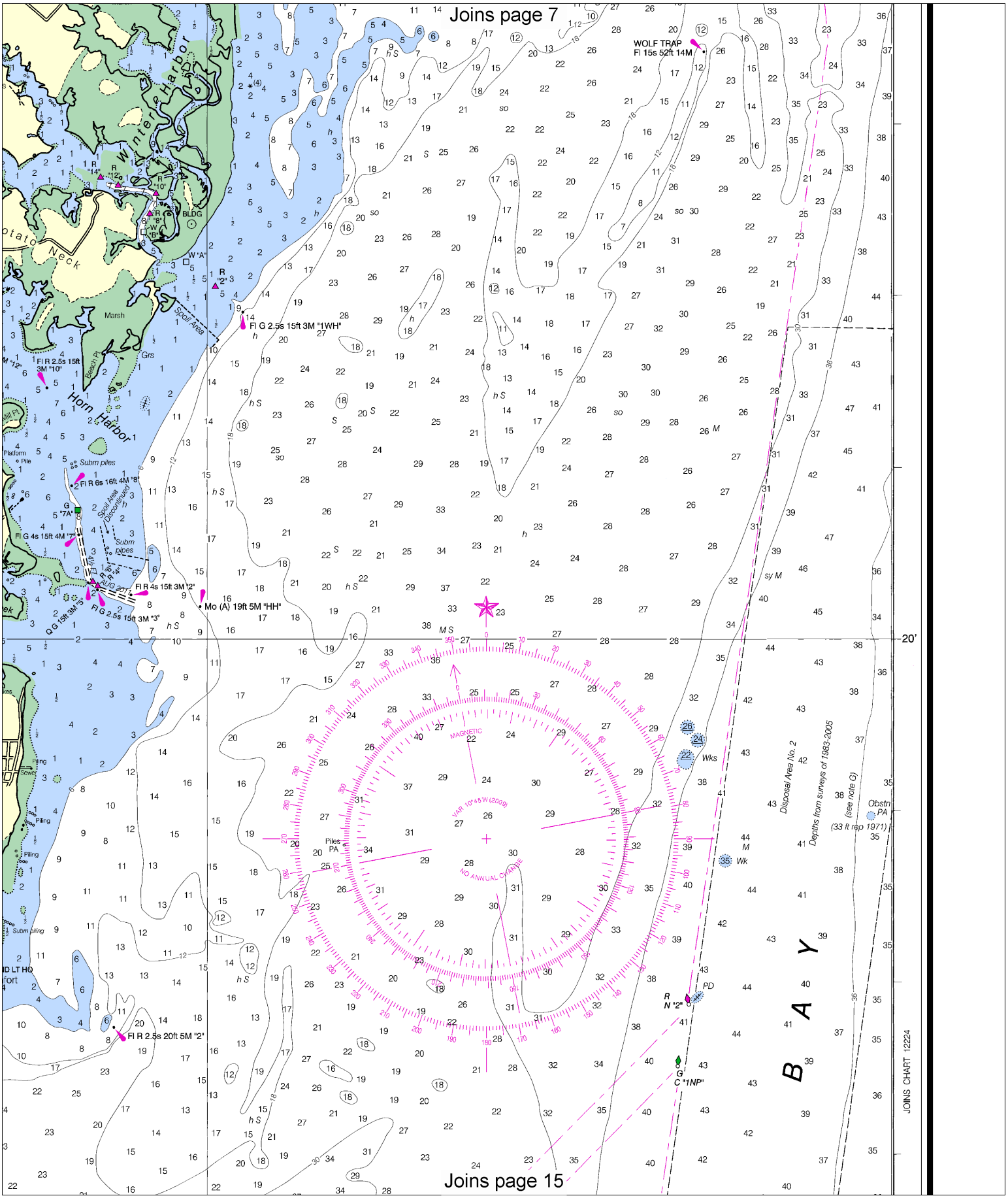
Note: Chart grid lines are aligned with true north.

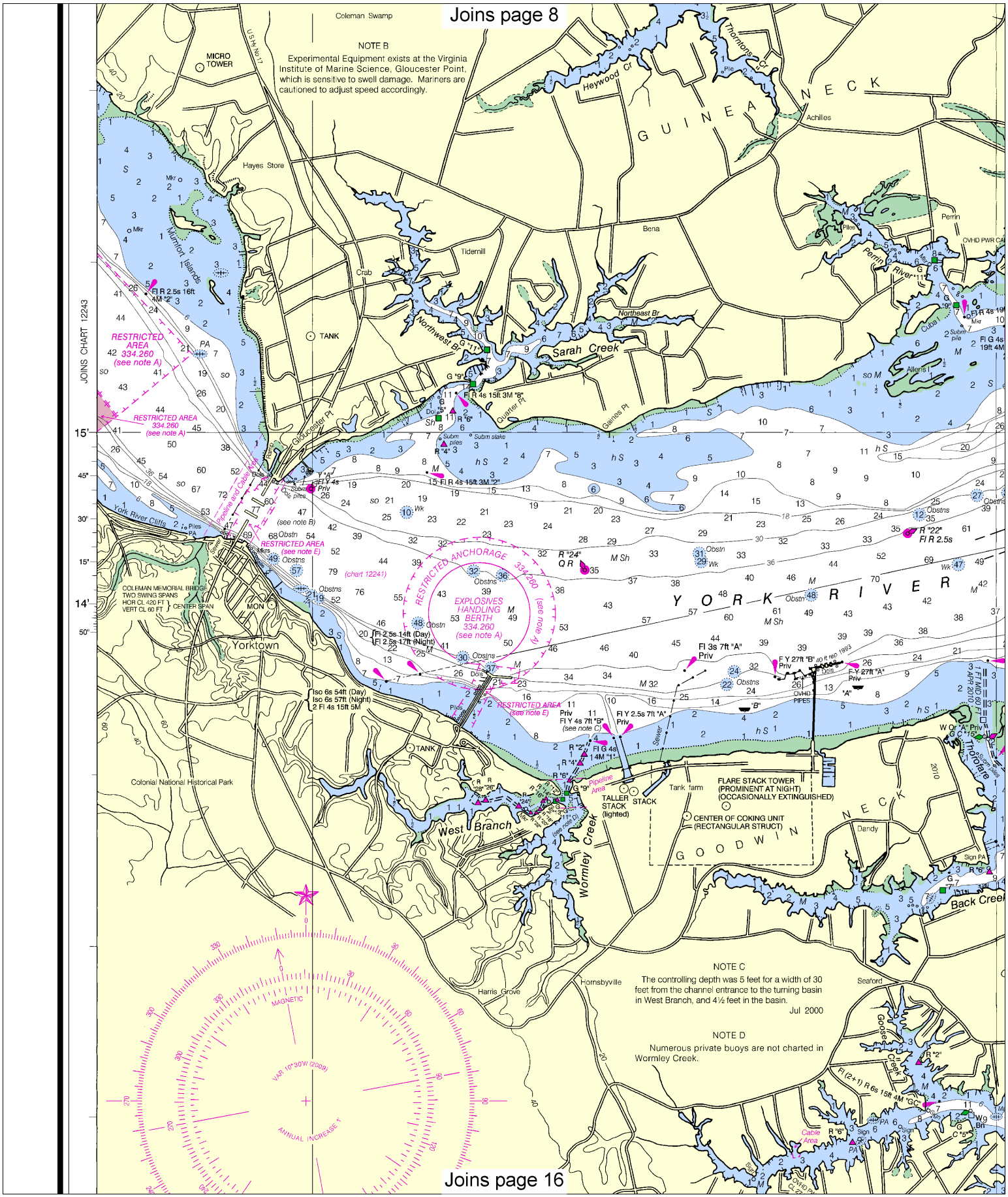
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
WOLF TRAP
Fl 15s 52ft 14M
Winter Harbor
Potato Neck
BLDG
W "A"
R "2"
Marsh
Spoil Area
Fl G 2.5s 15ft 3M "1WH"
Fl R 2.5s 15ft 3M "10"
Grs
Beach Pt
Horn Harbor
Mill Pt
Platform
Pile
Subm piles
Fl R 6s 16ft 4M "8"
Spoil Area Discontinued
Subm pipes
Fl G 4s 15ft 4M "7"
Fl R 4s 15ft 3M "2"
Mo (A) 19ft 5M "HH"
Fl G 2.5s 15ft 3M "3"
Q G 15ft 3M "5"
Fl R 2.5s 20ft 5M "2"
Piling
Sewer
Subm piling
MAGNETIC
VAR 10°45'W (2009)
NO ANNUAL CHANGE
Piles PA
Disposal Area No. 2
Depths from surveys of 1983-2005
(see note G)
(33 ft rep 1971)
Obstn PA
Wks
Wk
PD
R N "2"
G C "1NP"
B A Y
20'
JOINS CHART 12224
Joins page 15



12

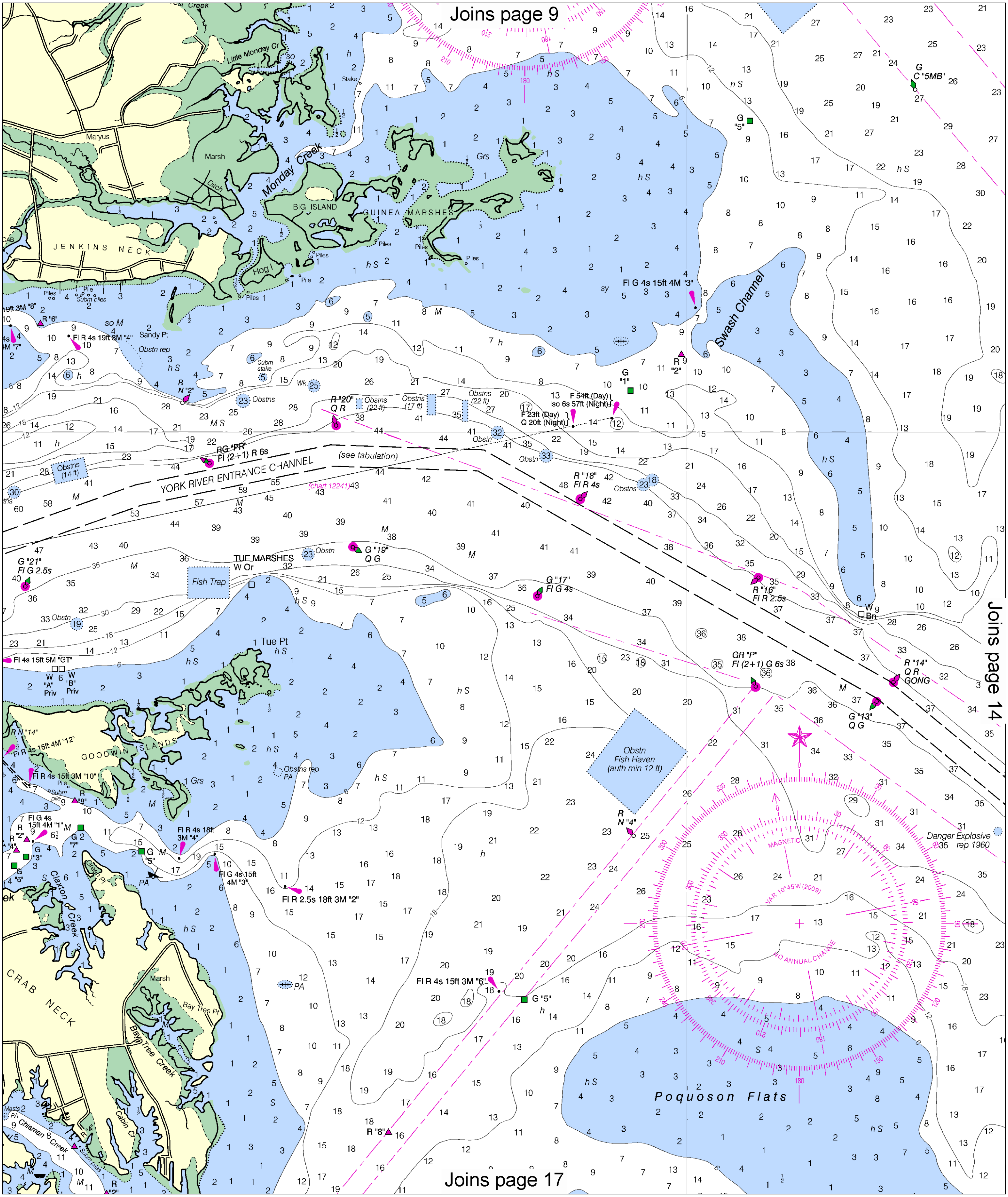
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

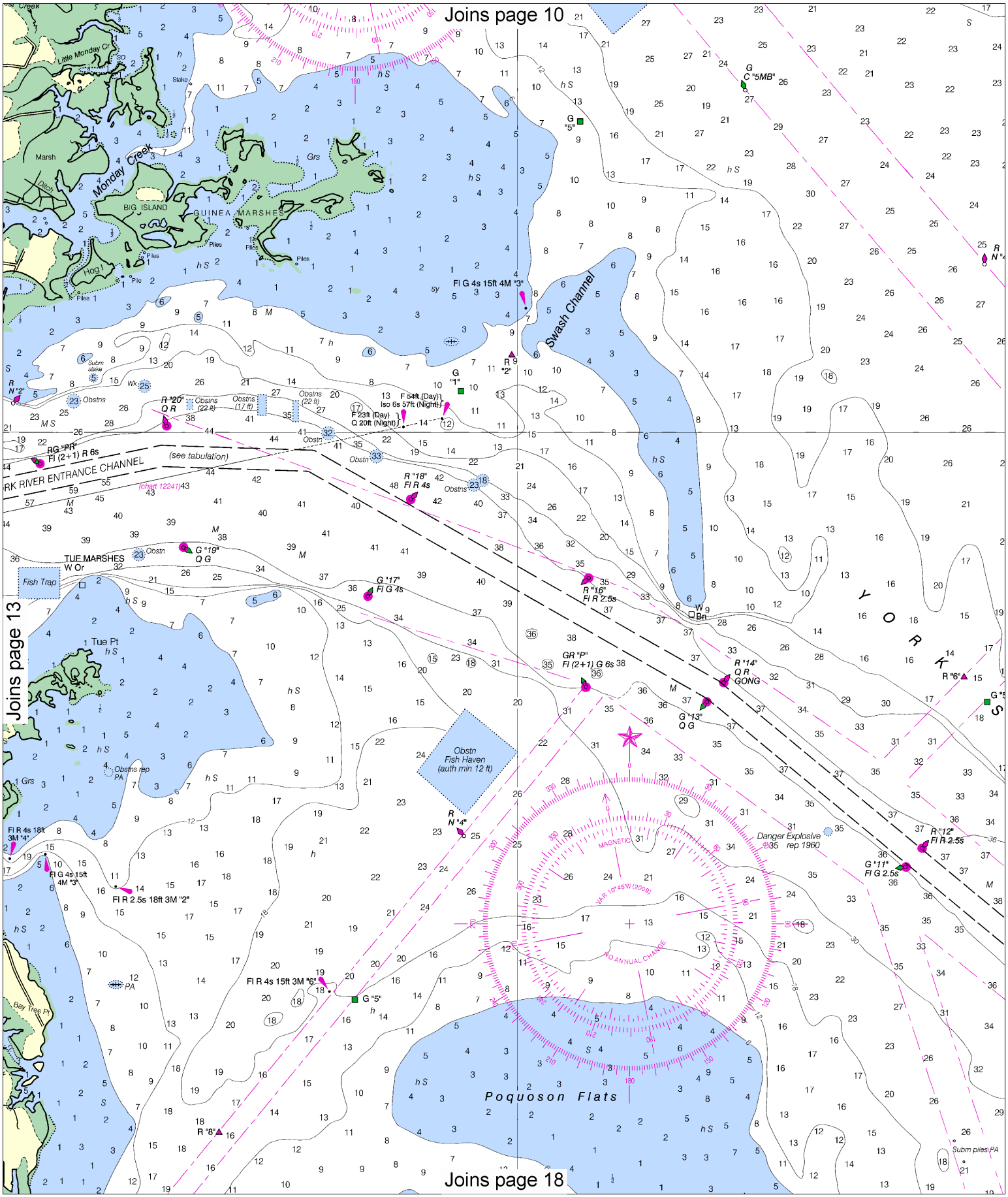
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 9
Joins page 14
Joins page 17
Little Monday Cr
Monday Creek
Maryus
Marsh
Ditch
BIG ISLAND
GUINEA MARSHES
JENKINS NECK
Hog I
Piles
Subm piles
Sandy Pt
Obstn rep
Swash Channel
Fl G 4s 15ft 4M "3"
F 54ft (Day)
Iso 6s 57ft (Night)
F 23ft (Day)
Q 20ft (Night)
YORK RIVER ENTRANCE CHANNEL
(see tabulation)
(chart 12241)
RG "PR"
Fl (2+1) R 6s
R "20"
Q R
R "18"
Fl R 4s
G "19"
Q G
G "17"
Fl G 4s
R "16"
Fl R 2.5s
G "21"
Fl G 2.5s
TUE MARSHES
W Or
Fish Trap
Tue Pt
Fl 4s 15ft 5M "GT"
GOODWIN ISLANDS
Fl R 4s 15ft 4M "12"
Fl R 4s 15ft 3M "10"
Fl G 4s 15ft 4M "1"
Fl R 4s 18ft 3M "4"
Fl G 4s 15ft 4M "3"
Fl R 2.5s 18ft 3M "2"
Obstns rep PA
GR "P"
Fl (2+1) G 6s
R "14"
Q R
GONG
G "13"
Q G
G C "5MB"
Obstn Fish Haven (auth min 12 ft)
Danger Explosive rep 1960
MAGNETIC
VAR 10°45'W (2009)
NO ANNUAL CHANGE
Fl R 4s 15ft 3M "6"
G "5"
R "8"
R N "4"
Claxton Creek
CRAB NECK
Marsh
Bay Tree Pt
Bay Tree Creek
Cabin Cr
Chisman Creek
Poquoson Flats



14

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Printed at reduced scale. ~~SCALE 1:40,000~~

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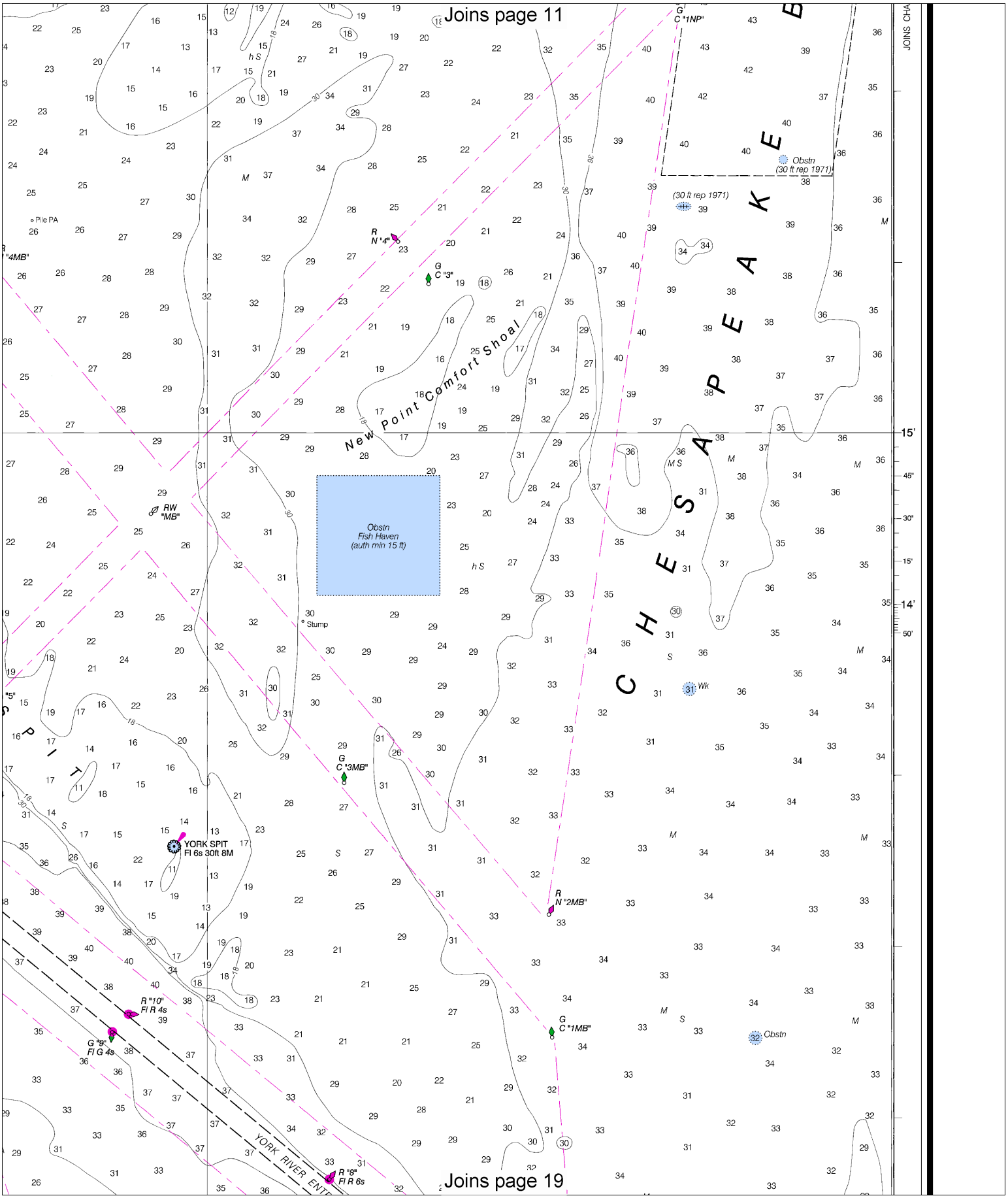
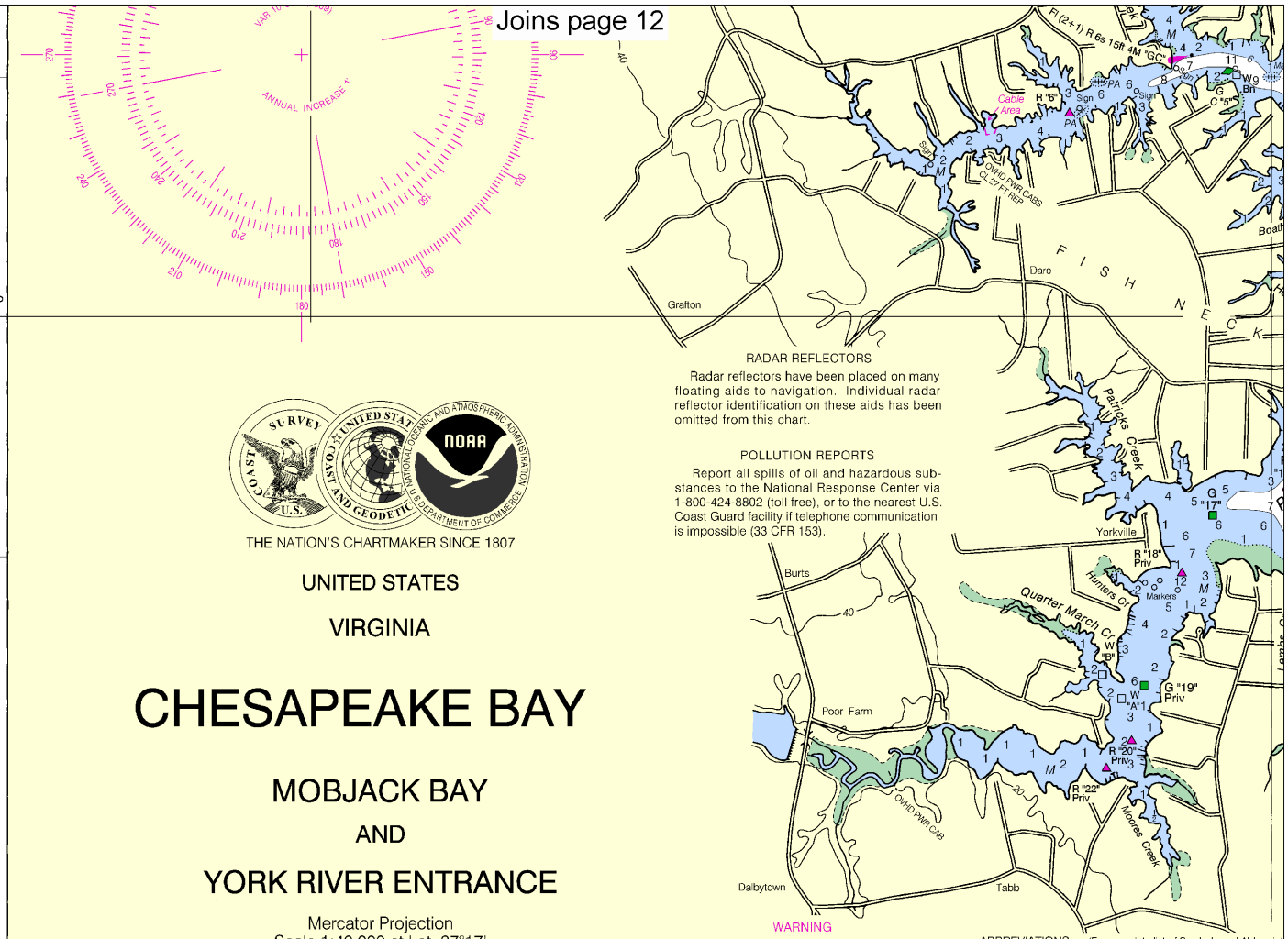
See Note on page 5.


Joins page 11
JOINS CHA
C "1NP"
Obstn
(30 ft rep 1971)
(30 ft rep 1971)
Pile PA
"4MB"
R
N "4"
G
C "3"
New Point Comfort Shoal
CHESAPEAKE B
15'
45'
30'
15'
14'
50'
RW
"MB"
Obstn
Fish Haven
(auth min 15 ft)
Stump
"5"
G
C "3MB"
YORK SPIT
Fl 6s 30ft 8M
R
N "2MB"
R "10"
Fl R 4s
G "9"
Fl G 4s
G
C "1MB"
Obstn
YORK RIVER ENTR
R "8"
Fl R 6s
Joins page 19

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

VIRGINIA

CHESAPEAKE BAY

MOBJACK BAY

AND

YORK RIVER ENTRANCE

Mercator Projection
Scale 1:40,000 at Lat. 37°17'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

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Messick Point, Back River, VA	(37°06'N/76°19'W)	2.6	2.5	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Mar 2009)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA	KHB-37	162.550 MHz
Heathsville, VA	WXM-57	162.400 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

ABBREVIATIONS (For complete list of Symbols and Abbreviat

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green
Al alternating	IQ interrupted quick
B black	Iso isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave tower
Fl flashing	Mkr marker

Bottom characteristics:

Blds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approximate

21 Wreck, rock, obstruction, or shoal swept clear to the

(2) Rocks that cover and uncover, with heights in feet

HEIGHTS

Heights in feet above Mean

AUTHORITIES

Hydrography and topography by the Nat Survey, with additional data from the Corps Survey, and U.S. Coast Guard.

HORIZONTAL DAT

The horizontal reference datum of this cha of 1983 (NAD 83), which for charting purposes the World Geodetic System 1984 (WGS 84). G to the North American Datum of 1927 must 0.513" northward and 1.191" eastward to ag

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

40th Ed., Jun. / 09 ■ Corrected through NM Jun. 13/09
Corrected through LNM Jun. 9/09

12238

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

SOUNDINGS IN FEE

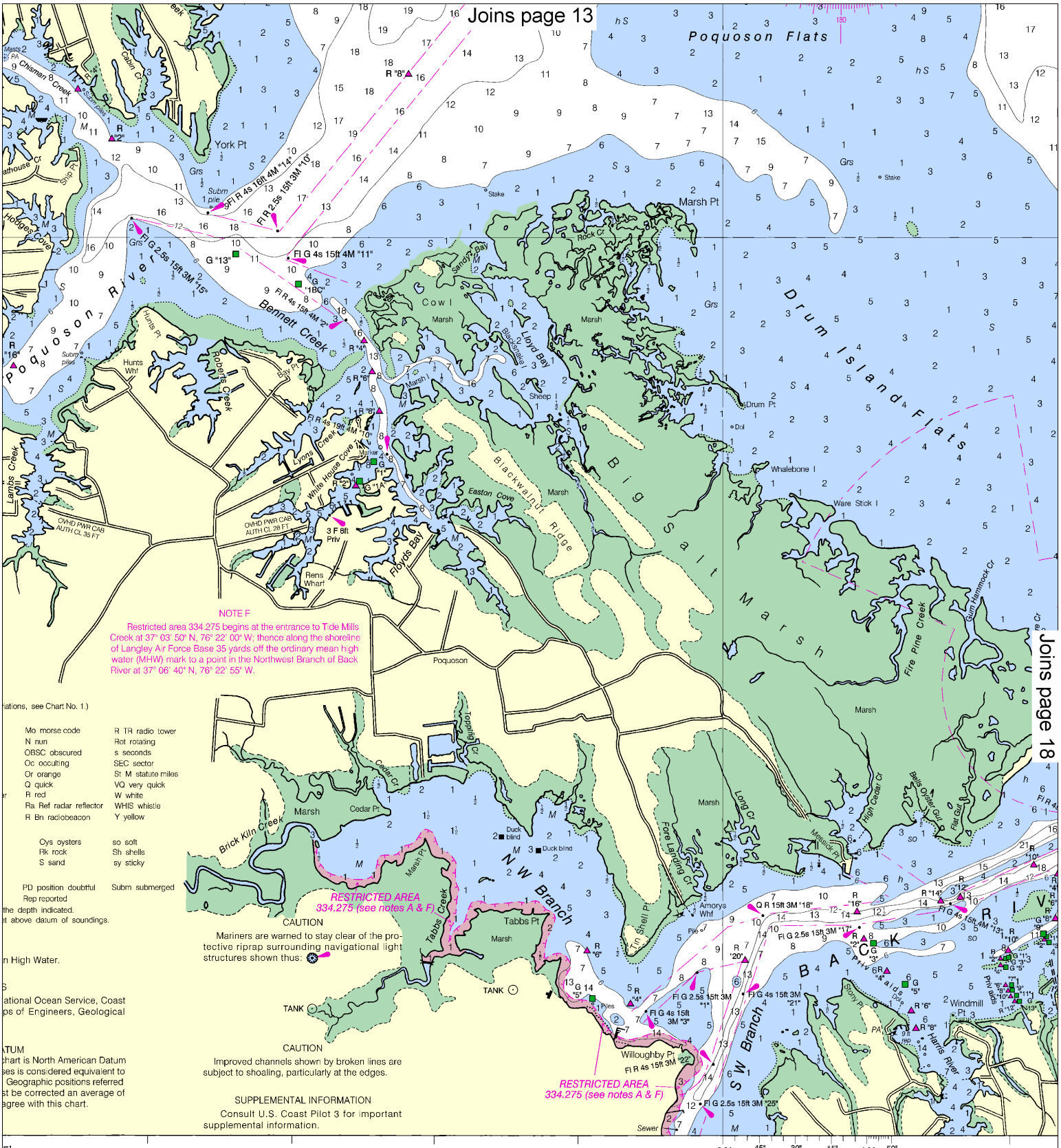
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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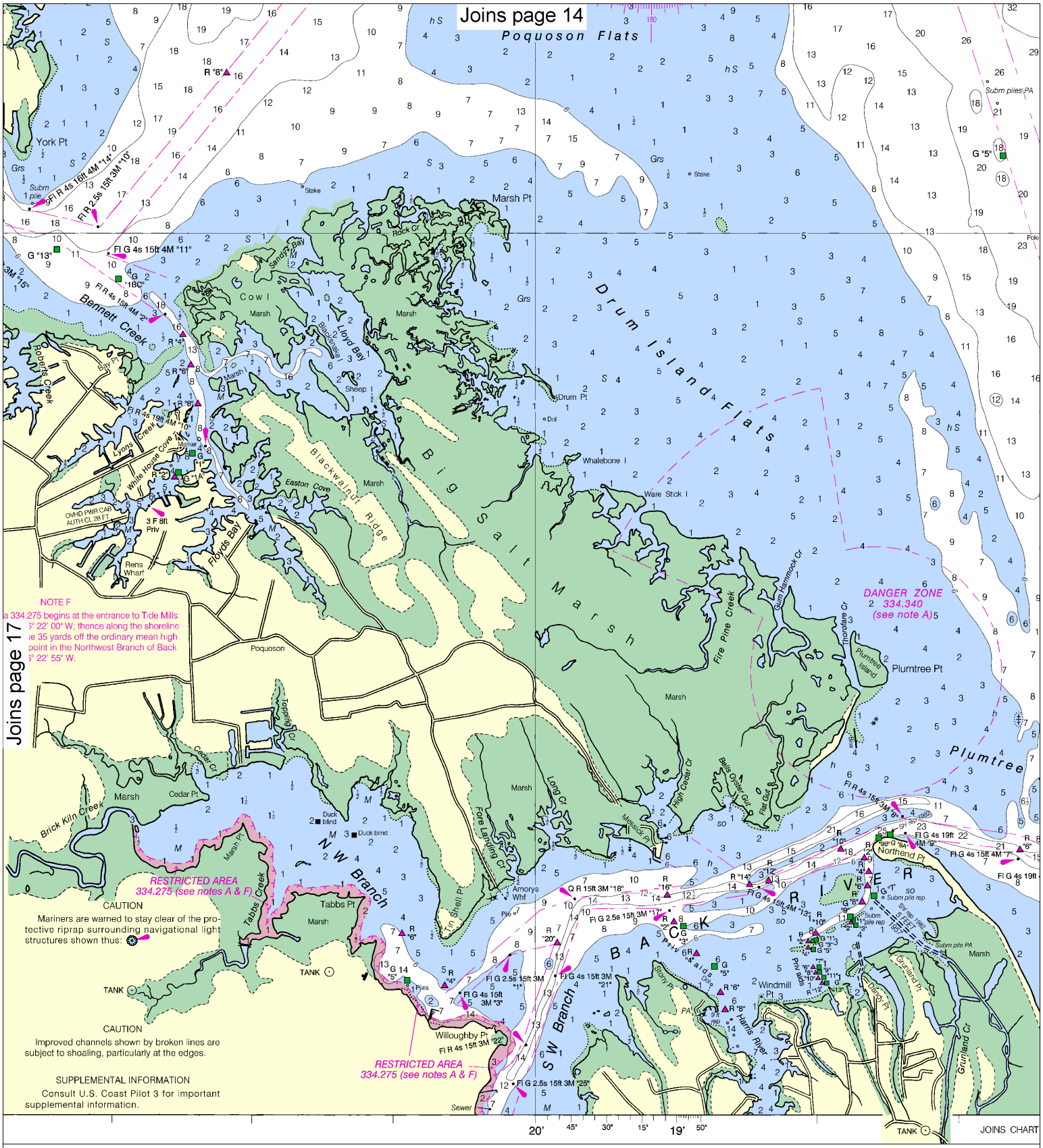
NATIONAL OCEAN SERVICE
COAST SURVEY



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COAST SURVEY

FATHOMS 1 2
FEET 6 12
METERS 1 2 3 4

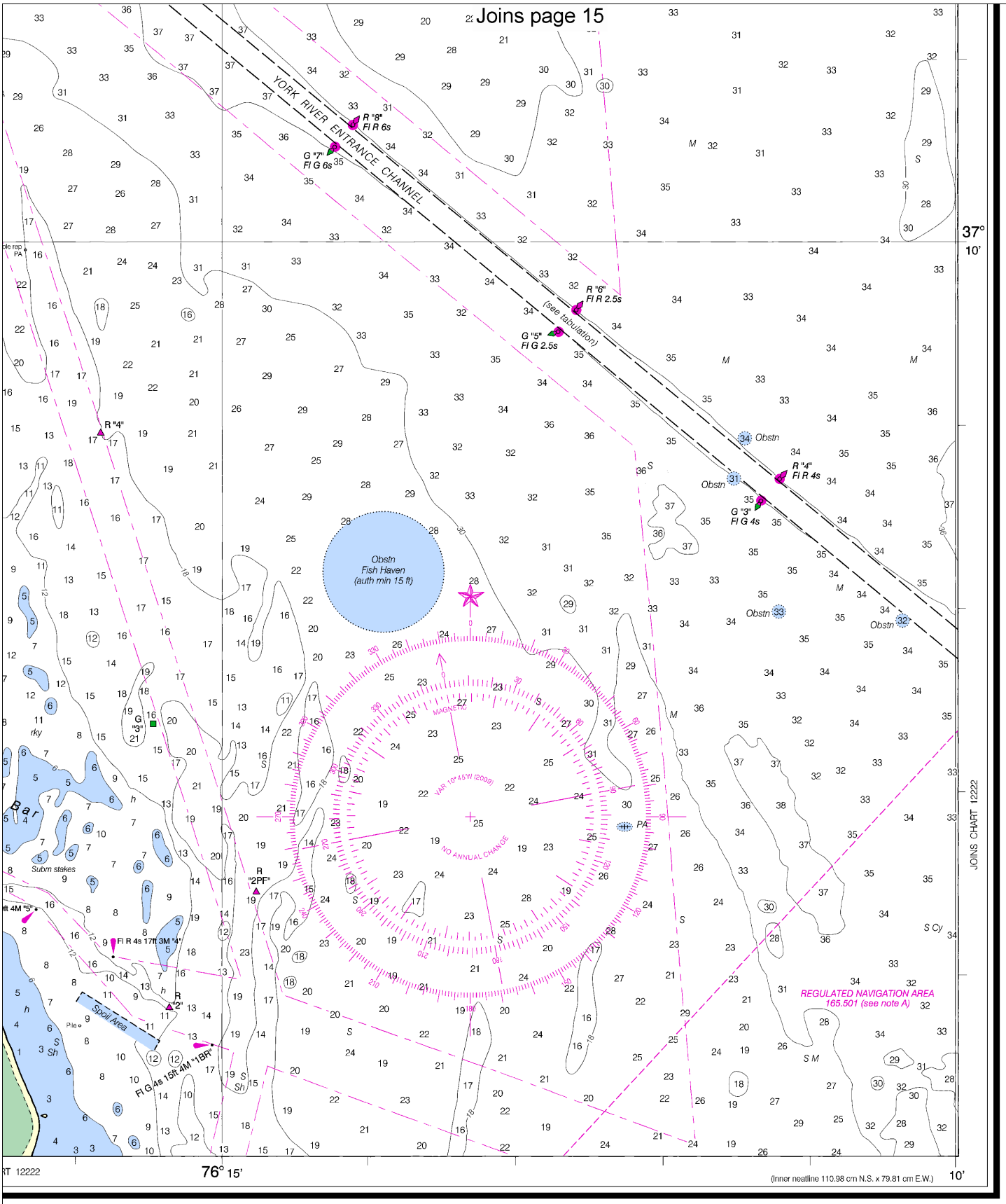
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Mobjack Bay and York River Entrance

SOUNDINGS IN FEET - SCALE 1:40,000

12238

ED NO. 40

NSN 7642014010310 NGA REFERENCE NO. 12AHA12238

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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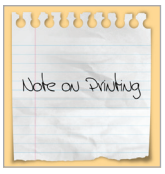

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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